3.0 EVIRONMENTAL ANALYSIS

3.1. Aesthetics

This section addresses potential aesthetic and visual character impacts that may result from construction and/or operation of the Belmont Village Encinitas-by-the-Sea Project. The following discussion addresses the existing conditions in the project area, identifies applicable regulations, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project, as applicable.

The analysis in this section is based on the *Community Character and Scenic Resource Study* prepared by Latitude 33 (2019). The Community and Scenic Resource Study was peer reviewed by BRG Consulting Inc. and is included as Appendix B.

Scoping Issues Addressed

During the scoping period for the Project, a scoping meeting was conducted, and written comments were received from agencies and the public. No comments related to aesthetics or community character were raised.

3.1.1. Existing Conditions

Existing Visual Environment

Project Setting

The Project site is located in Encinitas, in central coastal San Diego County within the Cardiff-by-the-Sea community. The site is located between Via Poco to the west and the Mira Costa Community College, San Elijo Campus parking lot to the east. The majority of the site is located north of Manchester Avenue and east of the Interstate 5 (I-5) interchange. A small portion is located south of Manchester Avenue adjacent to the San Elijo Lagoon.

The existing site land area is generally characterized by a mix of moderately sloped open terrain and steep vegetated coastal bluffs. The adjacent San Elijo Lagoon and hillsides consist of natural bluffs and native habitat. Although the majority of the Project site is disturbed by agricultural operations, the coastal and pastoral setting provides a high scenic value, and the Project site is located in a designated viewshed.

The overall property is sloped from the north to south with property elevations that range from approximately 158 to 8 feet above mean sea level (AMSL) across the site. The small coastal bluff area in the northwest corner of the property slopes from 158 to 37 feet and contains the highest point of the Project site. The north central coastal bluff area slopes from approximately 80 to 70 feet. The larger centralized agricultural area, which encompasses the majority of the site, slopes from

approximately 100 to 8 feet. The existing agricultural operations give the Project site an agrarian character.

Project Viewshed

The project viewshed is generally comprised of all the surface areas visible from an observer's viewpoint and consists mainly of foreground views (0.25-0.5 miles from the viewer) since intervening topography and/or human-made screening block the majority of middleground views (3-5 miles from the viewer) and background views (3-5 miles to infinite miles). The viewshed is composed of such elements as topography and natural land features (i.e., hillsides, mountains) and other physical features within the landscape, such as buildings, vegetation, and water features. The limits of a viewshed are defined as the visual limits of the views located from the proposed Project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features. Potential visual impacts in the viewshed may be affected by the distance of the viewer from a site, the frequency and length of views, the personal perception of the viewer, and physical and/or atmospheric conditions at the time viewing occurs.

Neither CEQA nor the City of Encinitas has technical methodologies for assessing visual resource impacts. Therefore, the methodology used for the proposed Project was based on the Federal Highway Administration (FHWA) *Visual Impact Assessment for Highway Projects Manual* (FHWA, 1981) because it is a widely accepted and defensible process, even though the Project is not a highway project and does not occur on or cross lands under the jurisdiction of the FHWA. To inventory and characterize the affected environment for visual resources, the following visual components were considered: viewer response, viewer sensitivity, viewer groups and viewer exposure including key observation points (KOPs). These visual components are described below.

Viewer Response

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the viewers might react to visual changes brought about by a project. Viewer response varies based on the type of viewer and the characteristics of the visual environment that would ultimately be affected.

Viewer Sensitivity

Viewer sensitivity is the extent to which the viewing public would notice or experience a substantial change in visual quality. Viewer sensitivity is influenced by a number of factors that can differ in level of importance from one viewer to another such as awareness of the viewer, personal interest in a particular visual resource, and/or viewer activity during the time that views of a resource occur.

In addition, a community's goals or values can influence viewer sensitivity to a particular site, land area, or viewshed. Viewer sensitivity may vary between those people with a vested interest in a community (e.g., residents) versus those traveling through an area with little or no knowledge of the

community or the existing visual landscape. Based on these conditions, viewer sensitivity can be assigned a value of Low, Moderate, or High.

It is likely that community members would be more sensitive to changes at the Project site than those who experience it as a tourist or visitor. The area draws a large number of visitors on a daily basis, primarily as a result of the proximity of the Pacific Ocean. Viewer sensitivity may be higher among those who experience views of the area more frequently, such as area residents or employees who travel to/from work each day along I-5.

Viewer Groups

Viewer groups are viewers that are affected by their exposure to a project. Viewer groups are anticipated to consist of those individuals traveling in proximity to the Project site, generally along Manchester Avenue, I-5, local roads, and the San Elijo Lagoon trail network including:

- Scenic Drivers and Cyclists – Local residents, employees and/or visitors traveling through the area viewing the subject site from surrounding public roads. Roadway users are primarily drivers and passengers in cars, in trucks, and on motorcycles, as well as bicyclists.
- Reserve Trail Users - Local residents, employees and/or visitors using trails within the San Elijo Preserve.

Viewer Exposure

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of their view, the speed at which the viewer moves, and the proximity of the viewer. The number of people within each visual character unit who might have a view of the Project elements have been divided into three groups: Low (L)- less than 100 people daily; Moderate (M) – between 100 and 1,000 people daily; and High (H) - more than 1,000 people daily.

In terms of scenic drivers, there are approximately 250,000 travelers per day on I-5 in the Project area (Caltrans, 2017) and more than 28,000 vehicles on Manchester Avenue, east of I-5 (Linscott, Law & Greenspan, 2019b). No data is available on the number of cyclists that use Manchester Avenue or on users of the Reserve Trails. To provide a conservative assessment, the EIR assumes the number of such viewers would fall into the "Moderate" category of between 100 and 1,000 people daily.

Another element in determining the impact on the viewer exposure is the length of time, or duration, the viewer will have to view the project elements. The viewing durations have been divided into three groups: Short (S) - short or intermittent views when passing near the project elements; Moderate (M) – occasional views of the project elements from a few minutes to a few hours per day; and Extended (E) - extended views of more than several hours per day on a regular or constant basis.

The number of views and duration of views factor into the influence a project has on viewers. Views of the Project site from vehicles (or other modes of transportation) traveling along area roadways would vary due to distance. Views would generally be restricted by existing development, intervening vegetation, area topography, and the length of time the Project site is actually visible from a particular location. In determining the exposure of each viewer group, several factors are considered, including the number of viewers experiencing visual changes, duration of views, anticipated speed at which viewers would be traveling, and the relation of the viewer to the Project site.

Table 3.1-1 summarizes the anticipated viewer groups and the potential viewing experience of each.

TABLE 3.1-1 LIST OF KEY VIEWS

Key View Number	Location	Representative Viewer Group	Sensitivity	Quantity	Viewing Duration
Key View 1	I-5, Northbound	Scenic Driver	High to Moderate	High	Short to Moderate
Key View 2	Manchester Avenue, traveling east, just past Via Pico	Scenic Driver and Cyclist	High to Moderate	High to Moderate	Short
Key View 3	Existing Dike Levee Trail within San Elijo Lagoon	Reserve Trail User	High	Moderate	Moderate
Key View 4	Manchester Avenue traveling west approaching Project site	Scenic Driver and Cyclist	High to Moderate	High	Short

Principal Public Viewpoints Considered (Key Observation Points)

The Project site would be intermittently visible from a number of principal public viewpoints near the Project site. In the viewshed, varied views of the Project site would largely occur from vehicles (or other modes of transit, such as bicycles) as they travel along Manchester Avenue and I-5 and from the San Elijo Lagoon.

Figure 3.1-1 shows the locations of the following key observation points (KOPs) used to assess views of the Project site and represent typical views as seen by different viewer groups:

- Key View 1: View from northbound I-5 past San Elijo Lagoon approaching Manchester Avenue
- Key View 2: View from Manchester Avenue traveling east past Via Pico

- Key View 3: View from San Elijo Lagoon at the Dike Levee Trail facing north
- Key View 4: View from Manchester Avenue traveling west approaching Project site

Existing and Proposed Conditions from these viewpoints are depicted on Figures 3.1-2 to 3.1-5.

Light and Glare

There are no existing operational light sources on the Project site. Existing light sources near the site include exterior and interior building lights on the adjacent gas station, and vehicle lights on Manchester Avenue and I-5.

3.1.2. Regulatory Framework

State

California Scenic Highway Program

The State of California adopted a Scenic Highway Program (Streets and Highways Code Section 260 et seq.) in order to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The nearest designated state scenic highway is State Route 163 through Balboa Park, located 20 miles south of the Project site. However, I-5 is an “eligible” state scenic highway and Manchester Avenue is a locally designated scenic road.

California Coastal Act

The California Coastal Act (Public Resources Code § 30000 et seq.) includes amongst its objectives prioritizing “the protection of important scenic resources and views from public areas,” including views from roads, trails, parks and beaches. In addition, Sections 30251 and 30253 require that development protect coastal scenic, visual qualities, and special communities that add “visual attractiveness” to the coast (California Coastal Act Section 30253).

Under the act, local governments are encouraged to adopt Local Coastal Programs (LCP) within their jurisdictions. The LCP consists of a Land Use Plan (LUP) with goals and regulatory policies as well as a set of implementing ordinances. Because the proposed Project site falls within the California Coastal Zone, the Coastal Act requires its goals and polices be implemented by the City of Encinitas through the LUP.

Local

City of Encinitas General Plan

The City's General Plan includes background information, goals, and policies aimed at the protection and maintenance of community character and aesthetic resources (which incorporate goals and policies of the City's LCP). As indicated within the Resource Management Element of the City's General Plan, I-5 and Manchester Avenue are located within designated scenic corridors, and Manchester Avenue, from San Elijo Avenue to Encinitas Boulevard, is a designated as a scenic highway (City of Encinitas, 2011). Relevant goals and policies are listed below.

Land Use Element

POLICY 7.10:	Both residential and non-residential development shall be limited to a maximum height of two stories and 30 feet. Limited exceptions for non-residential development may be allowed, but only for designated specific sites as developed and adopted through area specific plans. Exceptions may also be made for Medical Complex development projects at the discretion of the City pursuant to conditional use permit applications as provided by the Zoning Code, to allow building heights up to a maximum height of three stories. An exception is also authorized for a public high school with a minimum 10-acre site.

Resource Management Element

POLICY 3.1:	Mature trees of community significance cannot be removed without City authorization.
POLICY 3.2:	Mature trees shall not be removed or disturbed to provide public right-of-way improvements if such improvements can be deferred, redesigned, or eliminated. This policy is not meant to conflict with the establishment of riding/hiking trails and other natural resource paths for the public good, or with the preservation of views.
POLICY 3.3:	The City will examine ways to aesthetically trim street trees and vegetation within the public right-of-way including the possibility of using contract services or City personnel. (Coastal Act/30240/30251)
POLICY 3.6:	Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development projects.
POLICY 4.5:	The City will designate "Scenic/Visual Corridor Overlay" areas within which the character of development would be regulated to protect the integrity of the Vista Points according to the following criteria:

- Critical viewshed areas should meet the following requirements:
    - extend radially for 2,000 feet (610M) from the Vista Point; and
    - cover areas upon which development could potentially obstruct, limit, or degrade the view.
- Development within the critical viewshed area should be subject to design review based on the following:
    - building height, bulk, roof line and color and scale should not obstruct, limit or degrade the existing views;
    - landscaping should be located to screen adjacent undesirable views (parking lot areas, mechanical equipment, etc.). (Coastal Act/30251/30253)

POLICY 4.6: The City will maintain and enhance the scenic highway/visual corridor viewsheds. (Coastal Act/30251)

POLICY 4.7: The City will designate the following view corridors as scenic highway/visual corridor viewsheds:

- Saxony Road, from Leucadia Blvd., north to La Costa Ave.
- Highway 101 from Encinitas Blvd. south to Santa Fe Drive
- El Camino Real from Encinitas Blvd. north to La Costa Blvd.
- Highway 101, La Costa Ave. to South Carlsbad Beach
- La Costa Ave. from just west of I-5 to El Camino Real
- Highway 101, from Encinitas Blvd. to La Costa Ave.
- Leucadia Blvd. between Hwy 101 and El Camino Real
- San Elijo Ave. (and Hwy 101) south of Cardiff Beach State Park to Santa Fe Drive
- Manchester Ave. from San Elijo Ave. to Encinitas Blvd.
- Interstate 5, crossing San Elijo Lagoon (Coastal Act/30251/30253)

POLICY 4.10: It is intended that development would be subject to the design review provisions of the Scenic/Visual Corridor Overlay Zone for those locations within Scenic View Corridors, along scenic highways and adjacent to significant viewsheds and vista points with the addition of the following design criteria:

- Road Design

- Type and physical characteristics of roadway should be compatible with natural character of corridor, and with the scenic highway function.

- Development Design
  - Building and vegetation setbacks, scenic easements, and height and bulk restrictions should be used to maintain existing views and vistas from the roadway.
  - Off-site signage should be prohibited, and existing billboards removed.
  - Development should be minimized and regulated along any bluff silhouette line or on adjacent slopes within view of the lagoon areas and Escondido Creek.
  - Where possible, development should be placed and set back from the bases of bluffs, and similarly, set back from bluff or ridge top silhouette lines; shall leave lagoon areas and floodplains open, and shall be sited to provide unobstructed view corridors from the nearest scenic highway.
  - Development that is allowed within a viewshed area must respond in scale, roof line, materials, color, massing, and location on site to the topography, existing vegetation, and colors of the native environment. (Coastal Act/30251/30253)

POLICY 4.11:	The City will develop a program to preserve views that also preserves the appropriate vegetation and removes obstacles that impact views. Trees and vegetation which are themselves part of the view quality along the public right-of-way will be retained. (Coastal Act/30251)
POLICY 9.1:	The City will initiate and pursue the landscaping of appropriate median and parking areas with trees on all new and existing arterial streets. (Coastal Act/30251)
POLICY 9.6:	Require landscaping in the design of new residential, commercial, and industrial areas and buildings as detailed in the City Zoning Code regulations. (Coastal Act/30251/30253)
GOAL 12:	The City will encourage the preservation of "prime" agriculture lands within its sphere of influence. (Coastal Act/30241)

City of Encinitas Municipal Code

Title 30 of the City's Municipal Code contains the Zoning Regulations which are used as an implementation mechanism for achieving the goals, objectives, and policies identified in the General Plan. General Plan land use designations provide basic criteria and guidelines for future development in the city while specific development standards are included in the Zoning Regulations which better define such guidelines. The land use designations identified in the General Plan Land Use Element correspond to the boundaries of one or more zoning districts identified on the City's Zoning Map.

The Encinitas Municipal Code also defines several Special Purpose Overlay Zones, in Chapter 30.34. The Project site is located within the following overlay zones: Coastal Bluff Overlay Zone, Hillside/Inland Bluff Overlay Zone, and Scenic/Visual Corridor Overlay Zone.

Special Purpose Overlay Zones

Coastal Bluff Overlay Zone

The Coastal Bluff Overlay Zone regulations apply to all areas of the City where there is the presence of a coastal bluff. The Project site is located within the Coastal Bluff Overlay Zone and is subject to all development and design regulations and standards which otherwise apply in order to protect public health and safety given coastal bluff recession, shoreline erosion, and sea level rise.

Hillside/Inland Bluff Zone

The Hillside/Inland Bluff Overlay Zone regulations apply to all areas within the Special Study Overlay Zone where site-specific analysis indicates that 10 percent or more of the area of a parcel of land exceeds 25 percent slope. The Project site has 10 percent or more of its land area that exceeds 25 percent slope and is subject to additional standards.

Scenic/Visual Corridor Overlay Zone

The Scenic/Visual Corridor Overlay Zone regulations apply to all properties within the Scenic View Corridor along Scenic Highways and adjacent to Significant Viewsheds and Vista Points as described in the Visual Resource Sensitivity Map of the Resource Management Element of the General Plan. When development is proposed on any properties triggering design review within the Scenic View Corridor Overlay Zone, consideration is given to the overall visual impact of the proposed project and to the preservation of scenic corridor viewsheds. The proposed Project is located along Manchester Avenue near I-5, both of which the City's General Plan designates as scenic view corridors. The corridor along Manchester extends just northwest of the intersection of El Camino Real and Manchester Avenue southeast of the intersection encompassing large portions of the San Elijo Lagoon. Interstate 5's viewshed is considered the area crossing San Elijo Lagoon.

Local Coastal Program

In accordance with the Coastal Act, the City has adopted and implements a Local Coastal Program (LCP), which is incorporated into its General Plan, Municipal Code and various specific plans. The LCP implements the provisions and policies of the Coastal Act. These goals and policies include, protect, maintain, and enhance the Coastal Zone environment; ensure balanced utilization and conservation; maximize public access to and along the coast; prioritize coastal-dependent and related development; and encourage coordinated state and local initiatives to implement beneficial programs and other educational uses.

Approximately two-thirds of the City is comprised within the City of Encinitas LCP. Under this program, which is required to be approved by the Coastal Commission, a coastal development permit is required for all development within the City's Coastal Zone. The Project site is located within the Coastal Zone, and the City's decision on a coastal development permit may be appealed to the Coastal Commission.

3.1.3. Analysis of Project Effects and Significance Determination

This section lists the thresholds used to conclude whether an aesthetic impact would be significant.

Guidelines for Determination of Significance

A project would be considered to have a significant impact if it would:

1) Have a substantial adverse effect on a scenic vista.

2) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

3) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

4) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Analysis

Impact 3.1-1: Have a substantial adverse effect on a scenic vista.

The Resource Management Element of the City's General Plan identifies scenic vista points, defines critical viewsheds, and identifies scenic roads and scenic view corridors. The Project site is located within a scenic view corridor and there is a vista point along I-5 southbound northwest of the Project

site. Development within a scenic view corridor along scenic highways and/or adjacent to significant viewsheds or vista points are subject to compliance with Encinitas Municipal Code Section 30.34.080. The City requires that consideration be given to the project's overall visual impact and conditions or limitations on project bulk, mass, height, architectural design, grading, and other visual factors that.

The Project site lies within the designated scenic view corridor that runs along I-5 which is eligible for listing as a state scenic highway, and Manchester Avenue, which is a locally designated as a scenic highway. Buildings have been shifted to the north to allow for better views for motorists traveling southwest on Manchester Avenue. Additionally, the southeastern wing has been canted relative to the rest of the senior living facility to follow the angle of Manchester Avenue as it flows to the northeast. As the building steps up the hillside, views of the open space to the north are preserved. In addition, the proposed Project includes landscape features such as trees and shrubs that will complement the surrounding area. Surface parking areas have been broken up by landscaped areas that would be planted every six to seven stalls along the building frontage.

The proposed Project would be in compliance with the established regulatory framework, and the Project would not result in substantial view blockage. However, Project implementation would result in a significant contrast with the natural character of the surrounding area, which contains a protected regional lagoon and undeveloped hillsides providing natural bluffs. The natural character of these areas provides high scenic value for public viewers within the designated scenic view corridors along I-5, Manchester Avenue, and surrounding public trails. In addition, the coastal farmland use of the Project site provides scenic value for public viewers. Project implementation would significantly contrast with the scenic views associated with this use.

While the design features have been incorporated into the proposed Project that incorporate materials and colors that mimic the native would reduce adverse impacts, the Project would be highly visible at Key Viewpoints 1, 2, 3 and 4. Public views of the Project from I-5, Manchester Avenue and the San Elijo Lagoon would substantially contrast with the existing agrarian character of the site and natural character of the designated scenic viewsheds. These visual impacts would be significant and unmitigable.

Impact 3.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The Project site has been previously disturbed for agricultural purposes. It contains no scenic trees, rocks, outcroppings, or historic buildings; however, the existing agrarian character of the site, set within a scenic coastal area, give the site a pastoral quality with high scenic value. The Project site is also located within a designated viewshed along a state scenic highway.

The Visual Resource Sensitivity Map prepared as part of the Resource Management Element of the City's General Plan, describes regulations that apply to properties that lie within the scenic view

corridor along scenic highways and adjacent to significant viewsheds and vista points. The City of Encinitas Municipal Code helps to regulate development in these areas to ensure the visual impact of the proposed development is properly evaluated, and the integrity of scenic resource is maintained or enhanced.

The Project site is located west of I-5, a designated local scenic highway. Because of its location relative to I-5 and Manchester Avenue, the site would be highly visible from these designated local view corridors. The Project has been designed to allow for the existing topography to be incorporated into the site planning. There is approximately 200' in elevation change from the highest roof on the senior/workforce site to the ground level elevation in the single-family residential area to the north. The proposed buildings are relatively low-slung and step up the hillside. Due to the existing site topography, the lower, flatter portion of the site where the proposed buildings are to be sited, allows for ample views of the hillsides to the north for motorists traveling along Manchester Avenue and I-5.

Scenic resources along this section of I-5 for northbound motorists are primarily of the San Elijo Lagoon areas south of the Project site.

The Project includes landscaping to enhance the visual setting and blend the proposed development into the surrounding setting. As the newly planted landscaping matures over time, the visual appearance of the site would continue to be improved as it blends with the visual setting of mature trees in adjacent established neighborhoods. This would reduce adverse effects on the scenic views along Manchester Avenue in accordance with the City of Encinitas guidelines. However, the current agrarian and pastoral nature of the site would be adversely affected. Therefore, long-term impacts to the scenic highway would be adversely affected by the proposed Project, and impacts would be significant and unmitigable.

Impact 3.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The development of the Belmont Village Encinitas-by-the-Sea Project would contain features intended to enhance its surroundings using landscape, streetscape, and architectural designs that would reduce the overall aesthetic impact of the Project. The Project proposes a residential development that is consistent with the Resource Management Element of the General Plan, City of Encinitas Design Guidelines and Cardiff Community Character policies. The Although the Project would introduce a building design that is characteristic of the architectural context of the study area with design features that help to minimize the height, bulk and scale of the proposed buildings, the Project would degrade the existing pastoral character of the site and degrade the quality of the public views of the current site and its surroundings.

Existing land uses surrounding the site include natural bluffs and wetlands, including the scenic San Elijo Lagoon. The Project proposes to replace the existing coastal agrarian use with a senior living facility and affordable/workforce housing units.

Although the proposed Project conforms with neighboring sites and the underlying zoning by proposing approximately 16% coverage while respecting and incorporating the natural transition from the coastal bluffs to the north, the proposed development nonetheless creates a significant impact to the existing neighborhood character and is considered an adverse contrast. The visual changes associated with the Project would be significant and unmitigable.

Impact 3.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

As shown on the proposed Landscape Lighting Plan (Figures 3.1-6a, 3.1-6b and 3.1-6c), the proposed Project would include streetlights with full cutoff in the parking lots; illuminated bollards along pedestrian paths; overhead festival lighting within interior courtyards; downlights at the entry court; tree downlights on courtyard trees; and, sign lights at the entry wayfinding signs. All lighting would be consistent with the City's lighting standards (MC 30.40.010 (I)), which require:

- All light sources to be shield in such a manner that light is directed away from streets or adjoining properties;
- All residential zones must have a measured sustained light standard that does not exceed one-half foot-candle at the property line; and,
- Outdoor lighting fixtures to be fully shielded so as to cause all emitted sustained light to be projected below an imaginary horizontal plane passing through the lowest point of the luminary, lamp or light source used in the fixture.

As shown in the Landscape Lighting Plan, light levels are reduced to zero (0) candle-feet[1] at adjacent properties. This ensures that potential impacts associated with the provision of night-lighting that could otherwise adversely affect nighttime views in the area are minimized. The building design minimizes any outward and unnecessary light pollution.

The Project would not include the construction or installation of structures using highly reflective materials or surfaces that could otherwise create a new source of substantial glare adversely affecting daytime views in the area.

Impacts on day and nighttime views related to light and glare would be less than significant, and no mitigation would be required.

[1] A foot-candle is a unit of illuminance or light intensity. One foot-candle represents "the illuminance cast on a surface by a one-candela source one foot away".

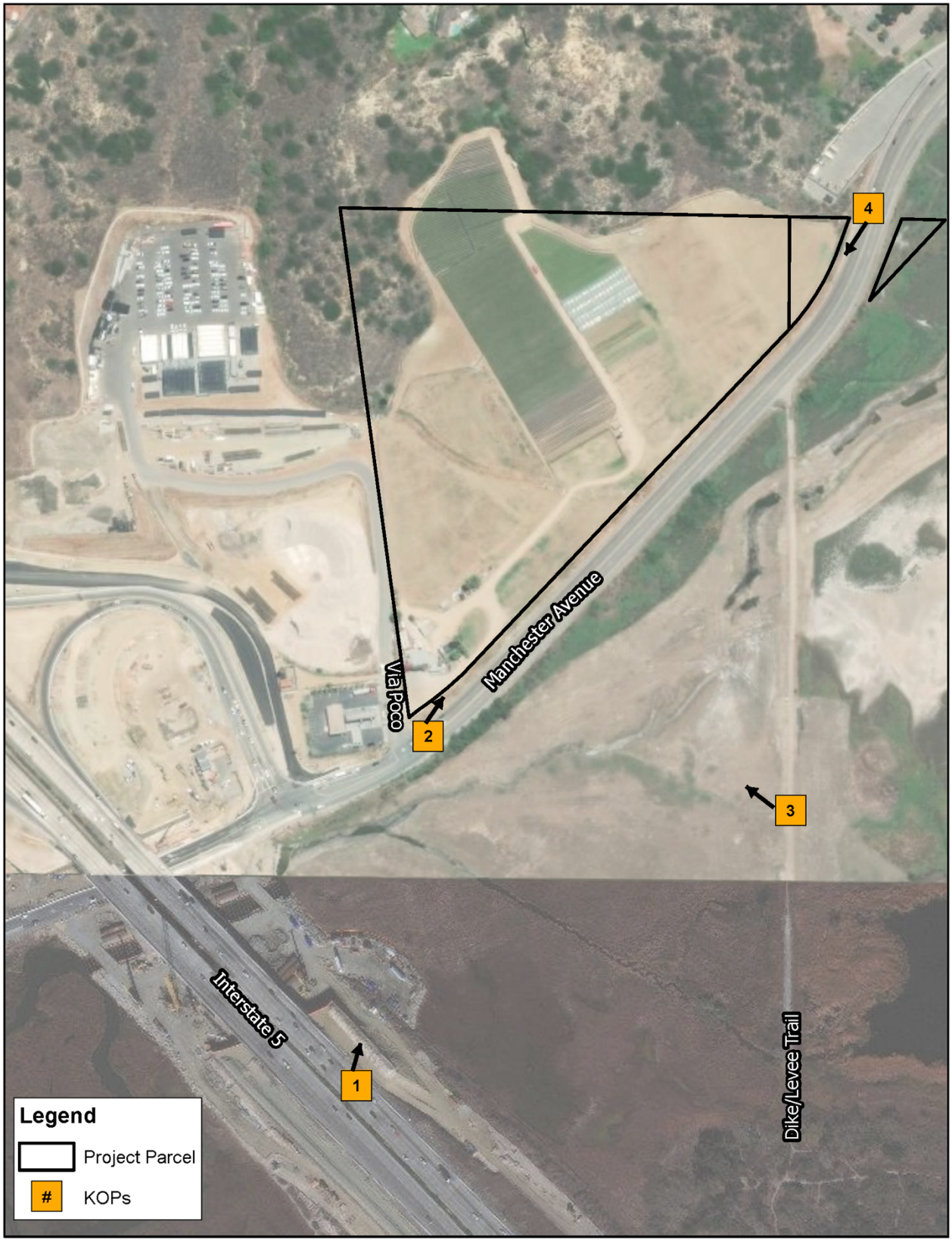
3.1.4. Mitigation Measures

No mitigation measures have been identified that would reduce impacts to below a level of significance.

3.1.5. Cumulative Impact Analysis

When analyzing cumulative visual impacts, it is important to consider those projects listed on Table 2-5, Potential Cumulative Projects, that could alter the existing visual environment with the same viewshed as the Project. Other cumulative projects, such as the I-5 Park n Ride/Multi-Use Facility and the Direct Access Ramp to I-5 could add to the Project's short-term temporary construction visual impacts within the lagoon. These other cumulative projects could contribute to the short-term visual impact by adding more construction equipment operating in the area, increasing vegetation removal, landform modifications, stockpiling, and other construction-related activities.

Mitigation measures, such as screening of staging areas, are available to reduce visual impacts of construction; however, due to the expansive nature of construction throughout the lagoon basin and surrounding areas, mitigation is not feasible to fully minimize the visual impacts of construction activities or off-set long-term visual contrast. There are also no additional feasible mitigation measures beyond those described above that have been identified to further reduce the cumulative visual impact. Therefore, the Project would make a cumulatively considerable contribution to a significant cumulative visual impact.



SOURCE: Basemap- Esri; Latitude 33, 2019

BRG CONSULTING, INC.

N

0 0.05 0.1 Miles

Location of Key Observation Points (KOPs)
Belmont Village Encinitas-by-the-Sea
Figure 3.1-1

This page intentionally left blank.

SOURCE: Lattitude 33, 2019

BRG CONSULTING, INC.

Existing and Proposed Conditions from View Point #1
Belmont Village Encinitas-by-the-Sea
Figure 3.1-2

This page intentionally left blank.

SOURCE: Lattitude 33, 2019

BRG CONSULTING, INC.

Existing and Proposed Conditions from View Point #2
Belmont Village Encinitas-by-the-Sea
Figure 3.1-3

This page intentionally left blank.

SOURCE: Lattitude 33, 2019

BRG CONSULTING, INC.

Existing and Proposed Conditions from View Point #3
Belmont Village Encinitas-by-the-Sea
Figure 3.1-4

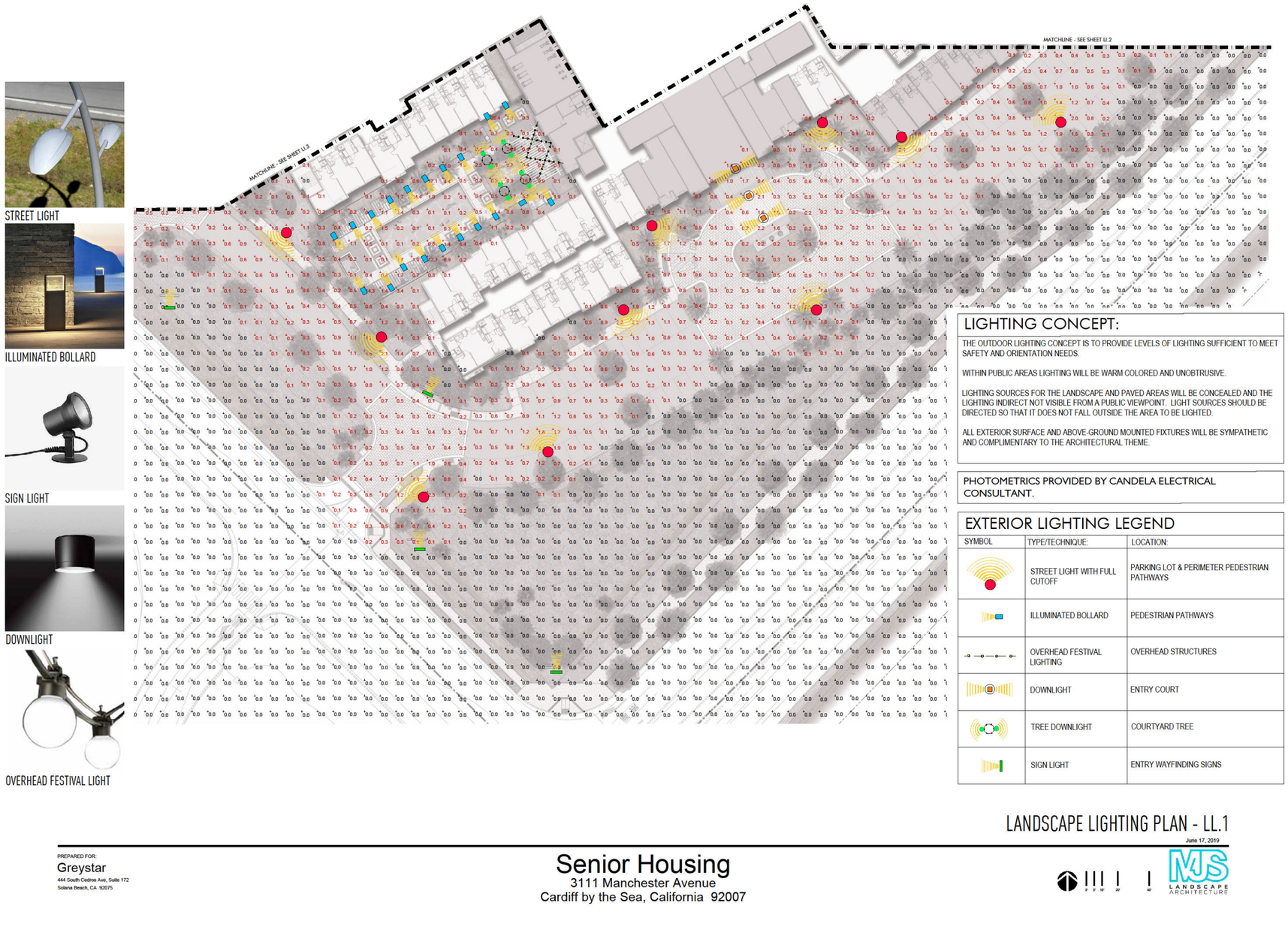
This page intentionally left blank.

SOURCE: Lattitude 33, 2019

BRG CONSULTING, INC.

Existing and Proposed Conditions from View Point #4
Belmont Village Encinitas-by-the-Sea
Figure 3.1-5

This page intentionally left blank.



STREET LIGHT

ILLUMINATED BOLLARD

SIGN LIGHT

DOWNLIGHT

OVERHEAD FESTIVAL LIGHT

LIGHTING CONCEPT:

THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY AND ORIENTATION NEEDS.

WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTRUSIVE.

LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES SHOULD BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.

ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.

PHOTOMETRICS PROVIDED BY CANDELA ELECTRICAL CONSULTANT.

EXTERIOR LIGHTING LEGEND

SYMBOL	TYPE/TECHNIQUE:	LOCATION:
	STREET LIGHT WITH FULL CUTOFF	PARKING LOT & PERIMETER PEDESTRIAN PATHWAYS
	ILLUMINATED BOLLARD	PEDESTRIAN PATHWAYS
	OVERHEAD FESTIVAL LIGHTING	OVERHEAD STRUCTURES
	DOWNLIGHT	ENTRY COURT
	TREE DOWNLIGHT	COURTYARD TREE
	SIGN LIGHT	ENTRY WAYFINDING SIGNS

LANDSCAPE LIGHTING PLAN - LL.1

June 17, 2019

PREPARED FOR:
Greystar
444 South Cedros Ave, Suite 172
Solana Beach, CA 92075

Senior Housing
3111 Manchester Avenue
Cardiff by the Sea, California 92007

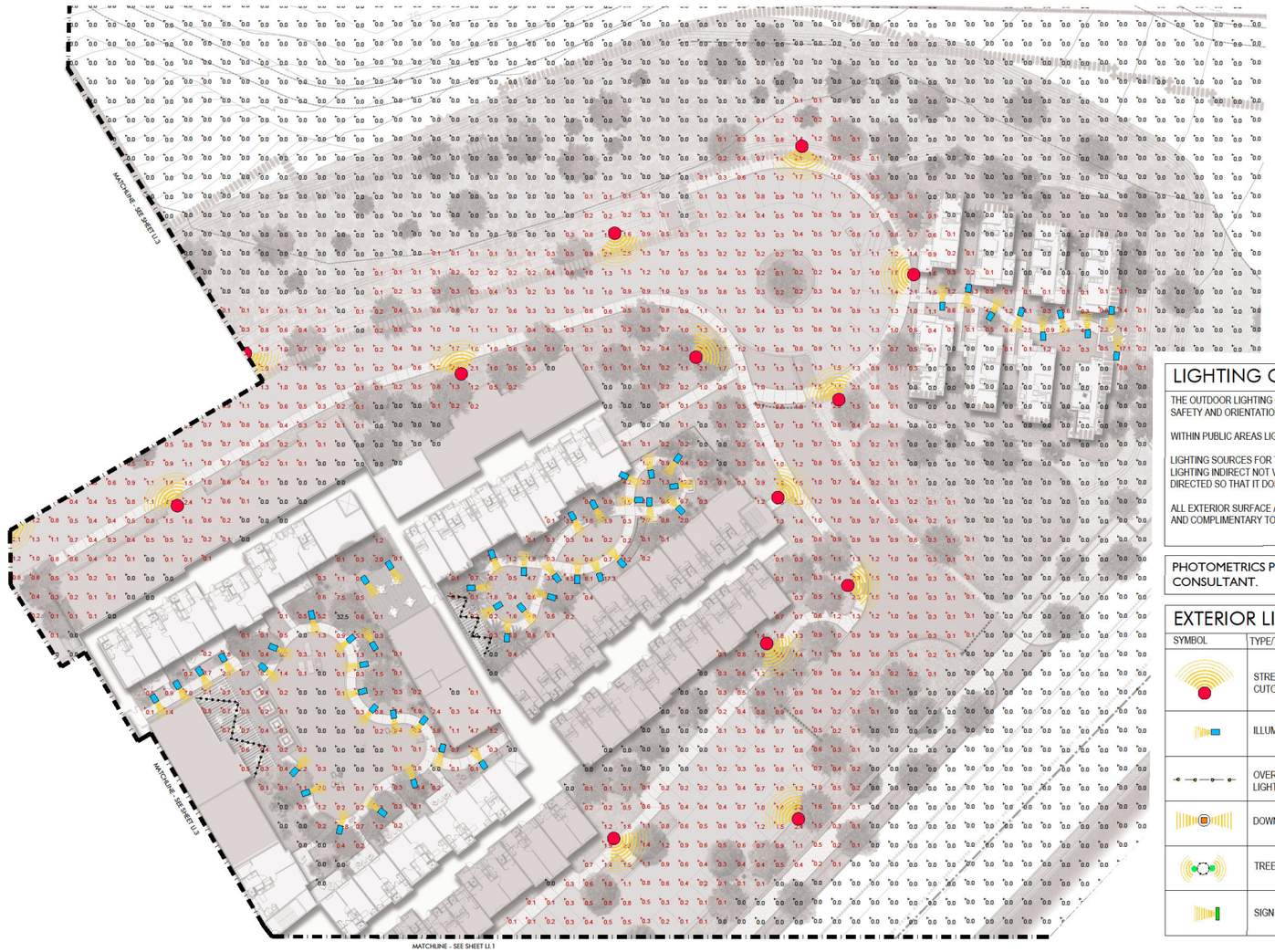
MJS LANDSCAPE ARCHITECTURE

SOURCE: MJS Landscape Architecture, 2019

BRG CONSULTING, INC.

Landscape Lighting Plan
Belmont Village Encinitas-by-the-Sea
Figure 3.1-6a

This page intentionally left blank.



LIGHTING CONCEPT:

THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY AND ORIENTATION NEEDS.

WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTRUSIVE.

LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES SHOULD BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.

ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.

PHOTOMETRICS PROVIDED BY CANDELA ELECTRICAL CONSULTANT.

EXTERIOR LIGHTING LEGEND

SYMBOL	TYPE/TECHNIQUE:	LOCATION:
	STREET LIGHT WITH FULL CUTOFF	PARKING LOT & PERIMETER PEDESTRIAN PATHWAYS
	ILLUMINATED BOLLARD	PEDESTRIAN PATHWAYS
	OVERHEAD FESTIVAL LIGHTING	OVERHEAD STRUCTURES
	DOWNLIGHT	ENTRY COURT
	TREE DOWNLIGHT	COURTYARD TREE
	SIGN LIGHT	ENTRY WAYFINDING SIGNS

LANDSCAPE LIGHTING PLAN - LL.2

June 17, 2019

PREPARED FOR:
Greystar
444 South Cedros Ave, Suite 172
Solana Beach, CA 92075

Senior Housing
3111 Manchester Avenue
Cardiff by the Sea, California 92007

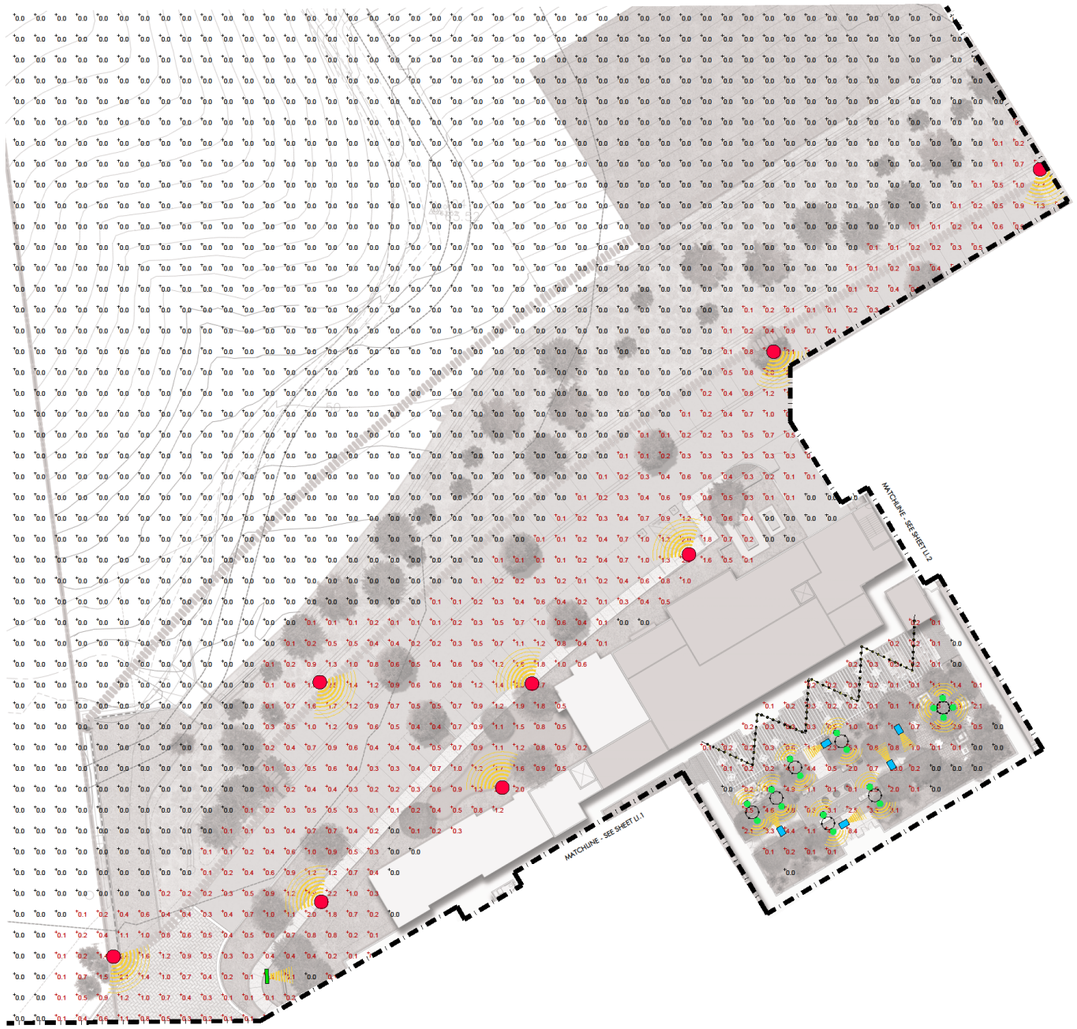
MJS LANDSCAPE ARCHITECTURE

SOURCE: MJS Landscape Architecture, 2019

BRG CONSULTING, INC.

Landscape Lighting Plan
Belmont Village Encinitas-by-the-Sea
Figure 3.1-6b

This page intentionally left blank.



LIGHTING CONCEPT:

THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY AND ORIENTATION NEEDS.

WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTRUSIVE.

LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES SHOULD BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.

ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.

PHOTOMETRICS PROVIDED BY CANDELA ELECTRICAL CONSULTANT.

EXTERIOR LIGHTING LEGEND

SYMBOL	TYPE/TECHNIQUE:	LOCATION:
	STREET LIGHT WITH FULL CUTOFF	PARKING LOT & PERIMETER PEDESTRIAN PATHWAYS
	ILLUMINATED BOLLARD	PEDESTRIAN PATHWAYS
	OVERHEAD FESTIVAL LIGHTING	OVERHEAD STRUCTURES
	DOWNLIGHT	ENTRY COURT
	TREE DOWNLIGHT	COURTYARD TREE
	SIGN LIGHT	ENTRY WAYFINDING SIGNS

LANDSCAPE LIGHTING PLAN - LL.3

June 17, 2019

PREPARED FOR:
Greystar
444 South Cedros Ave, Suite 172
Solana Beach, CA 92075

Senior Housing
3111 Manchester Avenue
Cardiff by the Sea, California 92007

MJS LANDSCAPE ARCHITECTURE

SOURCE: MJS Landscape Architecture, 2019

BRG CONSULTING, INC.

Landscape Lighting Plan
Belmont Village Encinitas-by-the-Sea
Figure 3.1-6c

This page intentionally left blank.